

Resolution No.: 15-1283
Introduced: January 17, 2006
Adopted: January 17, 2006

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By: District Council

SUBJECT: Approval of Planning Board Draft Shady Grove Sector Plan

1. On July 20, 2004, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Shady Grove Sector Plan.
2. The Planning Board Draft Shady Grove Sector Plan amends the approved and adopted 1980 Master Plan of Bikeways; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; The Countywide Park Trails Plan; and The Master Plan of Highways within Montgomery County.
3. On September 30, 2004, the County Executive transmitted to the County Council his fiscal analysis of the Shady Grove Sector Plan.
4. On November 4, 2004, the County Council held a public hearing regarding the Planning Board Draft Shady Grove Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On January 25, January 31, February 3, February 14, February 17, February 18, February 28, March 3, March 10, March 14, March 15, March 22, April 5, April 11, April 12, June 13, September 7, and September 9, 2005, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Shady Grove Sector Plan.
6. On September 6, September 12, September 13, and November 15, 2005, the County Council reviewed the Planning Board Draft Shady Grove Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Shady Grove Sector Plan, dated July 2004, is approved with revisions. Council revisions to the Planning Board Draft Shady Grove Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

General: Change all references from “buffer” area to “transition” area.

Page viii Table of Contents: Under Land Use and Urban Design, revise Table and add a new section as follows:

[Buffer] Transition Area
Potential Joint Development Properties
Casey 6, Casey 7 and County Service Park

Page 10: Revise Land Use Map to reflect Council revisions.

Page 11: Revise second paragraph as follows:

This Sector Plan envisions Shady Grove as a mixed-use community with a new residential focus at the Metro station, one that makes best use of Metro proximity and relocates industrial uses to more efficient sites. Relocation of the County Service Park is a major goal and provides new housing opportunities close to Metro. The Plan recognizes that residential change has already begun with the King Farm across MD 355 and continues that traditional neighborhood pattern.

Page 12: Under Goals, revise first bullet and add new bullet as follows:

- Balance the need for higher density housing at the Metro station with the need to buffer adjacent Derwood communities. Limit development to 6,340 new housing units for the entire plan area, including workforce housing, transferable development rights (TDRs), and moderately priced dwelling unit (MPDU) bonus density.
- Contribute to the preservation of the Agricultural Reserve by providing TDRs on the County Service Park, WMATA properties, the Derwood Bible Church site, the Grove Shopping Center site, and Metro West and Metro South properties that have a maximum base density of 1.6 FAR.

Page 12: Under Housing in the I-270 Corridor revise first paragraph as follows:

This Sector Plan responds to the high market demand for housing by recommending a substantial increase in housing within walking distance of the Metro station. The Plan encourages housing choices that benefit from Metro proximity, including affordable housing, a component of luxury

housing, family-friendly units, live-work units (where residents live above their shop or office), and senior housing. A range of housing types with Metro access will offer options for singles, couples, families, and elderly residents. This Plan recommends:

Page 14: Add new bullet before Transportation section as follows:

- Allowing public facilities within the technology corridor, if needed. Employment character along the corridor may become more of a mixed use industrial and technology corridor as a result.

Page 14: Under Transportation, revise second and tenth bullet as follows:

- Providing a transit center [with a transit store] to coordinate and encourage transit use.
- Incorporating the Corridor Cities Transitway (CCT) and a future MARC station as [an] integral parts of the Metro station.

Page 17: Revise second bullet as follows:

- Developing a [ten-acre active recreation park] minimum of 4 acres for a park south of Shady Grove Road [on the site of the Montgomery County Public Schools bus depot] and east of Crabbs Branch Way with additional acreage if ball fields are provided.

Page 17: Under Implementation, revise first, fourth and last bullets as follows:

- Establishing a staging sequence that [requires the creation of a Transportation Management District before new development can occur] establishes Transportation Management District trip mitigation procedures for all staged development.
- Encouraging public/private partnerships such as WMATA's joint development efforts[, private/public land exchanges,] and other planning tools.
- Requiring a review of adequate public facilities [at 50 percent build-out and,] at each stage and a finding by the Planning Board that the next stage can proceed. By Stage 3, if facilities are found to be inadequate, a review of the Sector Plan's recommendations will be required.

Page 18: Revise map to reflect Council revisions.

Page 19: Revise first sentence of first paragraph, add new paragraph after first paragraph and revise last paragraph as follows:

The land use vision for the plan[ning] area channels new, mixed-use residential development around the Metro station, promotes advanced technology and biotechnology uses along Shady Grove Road, and creates a [buffer] transition area of public facilities and [transitional] lower density housing along Crabbs Branch Way

The Plan supports the relocation of the County Service Park (CSP) although the Plan's success is not dependant upon relocation. The Plan recommends developing a mixed-use urban

neighborhood with a variety of transit-oriented housing including multi-family, single family attached, live-work units, MPDUs and work force housing.

A key Plan objective is to provide housing adjacent to the Metro station at levels that are compatible with adjacent communities and that do not result in inadequate roads and overcrowded schools. It is possible that some, but not all of the CSP may relocate, providing opportunities for redevelopment. Due to the possibility for a joint development of several properties east of the CSX railroad line, including Casey 6, Casey 7 and Metro North-CSP and Jeremiah Park, a number of housing options are proposed for these properties. A section on the joint redevelopment of these properties is discussed after the Transition Area and within the Staging Chapter. The concentration of highest density housing should be located closest to the Metro station.

Page 19: After Metro Neighborhoods, add one new geographic area, revise Buffer Area and shift position of Industrial Core as follows:

- Upper Mill Creek Area
- [Buffer] Transition Area
- Industrial Core

Page 21: Under Community Concerns, revise third bullet as follows:

- The Shady Grove Road Corridor should be [a place that works] improved in appearance and receive noise mitigation consistent with County mitigation procedures for residents.

Page 21: Under Objectives, revise third bullet as follows:

- Meet community needs for public facilities, including a new elementary school, [and] local parks and a new library, along with a network of urban open spaces to serve new and existing residents. Additional community facilities could include [a new library and] a fire station [public/private community center].

Page 23: Revise second and last two bullets:

- Establish a transition[al buffer] area along the east side of Crabbs Branch Way [adjacent to] across the Metro Access Road from existing residential communities, and rezone the County Service Park from light industrial to mixed-use residential.
- [Consider Derwood as a distinct area in future planning efforts.] Revise Plan Area boundaries in future plans to strengthen Derwood as a distinctive community.
- [Support pedestrian-friendly intersections by using] Intersection design improvements must be pedestrian-friendly. Use measures, such as trip mitigation, [measures] as a first priority to achieve adequate service levels at intersections.

Page 24: Revise map to reflect Council revisions.

Page 25: Under Concept, revise paragraph as follows:

This Plan creates a Technology Corridor from MD 355 to [Crabbs Branch Way] the CSX rail line, relocates the County Service Park's industrial uses to allow mixed-use residential redevelopment, and preserves existing communities east of I-370. Industrial and commercial areas north of Shady Grove Road such as the Oakmont Industrial Park [and vacant industrial land] will remain industrial areas. Shady Grove Road should be viewed as a major highway that also provides local access and should be improved with extensive landscape treatment to achieve a more positive visual character for the entire corridor. The Plan recognizes that alternative land use recommendations (housing or potential relocation of County Service facilities) on Casey 6 and 7 will create a different character within this area of Shady Grove Road and will need enhanced landscape screening to ensure compatibility.

Page 26: Under Casey Property (Vacant Site 3), revise fourth bullet and add a new bullet after last bullet and add a new paragraph and bullet following the last bullet as follows:

- [Prohibiting d] Development along MD 355 is constrained due to traffic and environmental conflicts.
- Ensuring that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road and MD 355.

The Casey 3 property provides an opportunity within the Shady Grove area to locate a future MCFRS station and possibly ancillary MCFRS facilities. A station at this location would provide easy access to MD 355, I-270, Shady Grove Road and the ICC, as well as the busy service areas of Rockville and Gaithersburg. The site's environmental constraints are extensive and may limit development. Other sites within the vicinity will also be considered during the site evaluation process that meet MCFRS's criteria for location and site suitability. Colocation of the fire station with other necessary public facilities should be explored. This Plan recommends:

- As an alternative to technology or research and development uses on this site, a public fire and rescue station would be appropriate to serve the immediate and surrounding areas.

Page 26: Under Great Indoors Site (Site 4), revise paragraph and second and fourth bullet as follows:

While [recently redeveloped for] the current use is a building supply use, this property may eventually have redevelopment potential. At that time, it should contribute to the area's technology uses. This Plan recommends:

- Orienting buildings toward street frontage and screening parking from Shady Grove Road.
- Rezoning this site from I-1 to R&D with an I-3 [floating] standard method zone. Development should not exceed 0.35 FAR to maintain a balance of jobs to housing within the plan area. Housing is not appropriate given the site's proximity to the Solid Waste Transfer Station.

Page 26: Under Post Office Site (Site 5), revise fifth bullet as follows:

- Rezoning this site from I-1 to R&D with an I-3 standard method allowing expanded employment uses. Development should not exceed 0.35 FAR to maintain a balance of jobs to housing within the plan area. Housing is not appropriate.

Page 26: Delete section on Casey Properties (Vacant Sites 6 and 7) and replace with the following new section to be located at the end of the Shady Grove Technology section after the Post Office Site.

Upper Mill Creek Area

Insert Map of Upper Mill Creek Area

Existing Conditions

This area is comprised of three, industrially zoned parcels: Robert's Oxygen, Casey 6 and Casey 7. The area is east of the CSX railroad and west of the Town of Washington Grove. It is bisected by I-370 and contains part of the headwaters of Mill Creek, a tributary feeding into Rock Creek.

Objectives

- Create opportunities for a variety of land uses including public facilities, while respecting environmental resources, buffers and noise concerns on the sites.
- Protect the adjacent residential communities from noise, and incompatible views of industrial development.
- Improve vehicular, pedestrian and bike access to Metro and shopping.
- Accommodate needed recreation facilities.
- Enhance the visual and landscape character of Shady Grove Road and improve pedestrian safety along the road.

Concept

This Plan supports a number of potential land uses in this area including advanced technology uses, housing opportunities and public facilities. The variety of appropriate land uses reflects the area's location that is situated between the technology and industrial uses of the Technology Corridor and residential uses further to the east.

This area is appropriate for advanced technology uses and, if developed, would extend the Shady Grove Technology Corridor. Alternatively, residential uses on Casey 6 and 7 also would be appropriate due to their close proximity to The Grove Shopping Center and the Metro station. Noise mitigation will be required to protect uses from the noise from roadways and the rail line. Also, public facilities, such as relocated County Service Park facilities, could be located in this area, but must be developed to maximize compatibility with adjacent uses. Relocation of some of the service park facilities to Casey 6 and 7 could allow housing to be located closer to the Metro station. Community recreation needs also can be addressed in this area.

The Plan recognizes that alternative land use recommendations such as the potential relocation of County Service Park facilities on Casey 6 and 7 will create a different character within this area of Shady Grove Road and will need enhanced landscape screening and compatible architecture to ensure compatibility.

Land Use and Urban Design Recommendations

Robert's Oxygen Property (Site 1)

This 12.9-acre property is comprised of 3 lots, zoned I-1 and developed with an oxygen manufacturing plant and a tree maintenance parking lot. The property borders residentially zoned single-family detached lots within the Town of Washington Grove. This Plan recommends:

- Establishing a 42 feet building height limit to improve compatibility with adjacent residential community.
- Maintaining a 50-foot building setback along the property line adjacent to residentially zoned land. This setback area should be landscaped with screening plant material.
- Providing site access via Crabbs Branch Way Extended to alleviate current industrial traffic either crossing the CSX tracks at grade on Railroad Street or traveling through the Town of Washington Grove.
- Rezoning all 3 lots to the R&D/I-3 zone standard method. Development should be limited to 0.3 FAR in order to maintain the jobs to housing ratio in the plan area.
- Adopting a zoning text amendment to grandfather the existing uses and development standards. Building height and setbacks of new development, however, must conform to Sector Plan recommendations.

Casey 6 (Site 2)

This site is currently a vacant, I-1 zoned parcel, approximately 25 acres in size, and land locked by lack of existing road access. The entire site is affected by noise from the CSX line, I-370 and the current industrial use on the Robert's Oxygen property. The Plan provides land use options that help satisfy the community's recreational needs and provide options for office, housing or relocation of County facilities while respecting the environmental constraints. This Plan recommends:

- Considering the portion of land south of the existing stream buffer and adjacent to I-370 as a potential site for relocation of some of the County Service Park facilities.
- Encouraging any ICC maintenance facilities to be located on state-owned land or on property that does not reduce the relocation opportunities for the County Service Park. Casey 6 and 7 are not preferred sites given the possibility that County Services may be relocated to these properties. If Casey 6 or 7 are the only feasible locations for the ICC's maintenance facility, state facilities should be integrated with County facilities to maximize the efficiency of layout and avoid separate and duplicating facilities.

- Acquiring land adjacent to Robert's Oxygen for a local park of approximately 5 acres to meet recreational needs. Achieve park through dedication if Casey 6 is part of a joint development with the County Service Park.
- If the vacant Casey properties 6 and/or 7 are developed with relocated County services, a two-lane industrial street in a 40' right-of-way may be needed to bridge over the CSX tracks and north of I-370, connecting Crabbs Branch Way to Oakmont Avenue to improve local access for industrially zoned properties. In the 'Proposed Roadway Network' figure on page 68 the location of this potential industrial street is illustrative. Also, support an "authorized vehicles only" ramp to and from I-370 to serve public use of adjacent industrially zoned properties.
- To accommodate housing options between Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, allowing up to 130 units on Casey 6. Noise mitigation should be provided. Density cannot be increased for bonus MPDUs due to site constraints. For details, see sections on Potential Joint Development Properties and Staging.
- Extending Crabbs Branch Way to Amity Drive to improve community access to Metro and shopping at the Grove.
- Limiting building heights to four stories to establish compatibility with nearby residential communities.
- Requiring significant landscaping and noise buffers to mitigate development impacts on adjacent residential communities of the Town of Washington Grove and Mill Creek.
- Rezoning from I-1 to the R&D/I-3 zone. Allow up to 0.3 FAR industrial/office uses and support the I-3 optional method with housing under the provisions outlined in Potential Joint Development Properties section.

Casey 7 (Site 3)

This vacant property along Shady Grove Road is approximately 17 acres in size and located directly across Crabbs Branch Way from The Grove Shopping Center. Its high visibility and access to two roadways make the property a key site for development and may be a potential location for some County Service Park facilities, but must be developed to maximize compatibility with adjacent uses. Alternatively, this site provides options for housing or technology uses if no county facilities are relocated. Noise mitigation should be provided. This Plan recommends:

- Considering the entire property as a potential site for relocation of some of the County Service Park facilities.
- Allowing technology, office and research and development uses if no county facilities are relocated. Alternately, the plan also supports residential development of the site to take advantage of proximity to The Grove Shopping Center and the Metro station.
- Limiting non-residential density to 0.3 FAR to limit employment in the plan area.
- Encouraging any ICC maintenance facilities to be located on state-owned land or on property that does not reduce the relocation opportunities for the County Service Park. See comments under Casey 6.
- If the vacant Casey properties 6 and/or 7 are developed with relocated County services, a two-lane industrial street may be needed to bridge over the CSX tracks. See comments under Casey 6 and in the Transportation chapter.

- To accommodate housing options among Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, this site can accommodate up to approximately 135 base density housing units on Casey 7 under the R&D/I-3 Zone optional method with housing. The site may be suitable for the PD-18 Zoning option, achieving up to approximately 305 base density units. Housing units can be increased for workforce housing, TDRs and MPDU bonus density where applicable, but cannot exceed 340 units maximum due to site constraints. Allow up to 0.3 FAR industrial/office uses. For details, see sections on Potential Joint Development Properties and Staging.
- Rezoning from I-1 to R&D/I-3 zone and support housing options under the I-3 optional method with housing or with PD-18 zoning.
- If the site is developed with relocated County facilities, locating building entrances along Crabbs Branch Way. Parking facilities, storage areas and other industrial activities should be located in the site's interior and screened from roadside views by extensive perimeter landscaping and/or architectural features.
- Industrial buildings seen from surrounding streets must be developed with attractive architectural facades that are compatible with adjacent residential areas.
- Site lighting should not create glare or visually dominate the night view along Shady Grove Road.
- Extending Crabbs Branch Way to Amity Drive to improve community access to Metro and shopping at the Grove.
- Locating housing along an interconnected street system with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.
- Limiting building heights to five stories to establish a mid rise character along Shady Grove Road. Maintain four stories or less along Crabbs Branch Way.
- Providing extensive landscaping along Shady Grove Road to screen industrial development options, or enhance the compatibility of residential options.

Page 27: Under Department of Liquor Control Warehouse (Site 8)

Move this property to the Metro North section as a part of the Department of Public Works and Transportation and MCPS Food Services Sites and re-number. Delete entire section.

Page 28: Revise map to reflect Council decisions.

Page 29: Under Concept revise the last sentence of the first paragraph as follows:

Compatibility with nearby existing residential communities is ensured by a buffer area of parks, a library and a potential school [or library] site, and lower housing density and building heights.

Page 31: Revise map to reflect Council's decisions.

Page 32: Revise sixth bullet under General Design Guidelines as follows:

- Provide generous sidewalks on streets with mixed-use and commercial uses and multi-family residential uses, wider than [a] the 15-foot minimum, to accommodate the anticipated level of pedestrian activity and allow space for sidewalk cafes, landscaping, and seating areas.

Page 37: Modify the third and fourth bullet, and add new bullets at the end of the section as follows:

- Allowing a base density range of [1.5 to 2.0 FAR with] 1.4 FAR to 1.6 FAR as shown on the Density Distribution Map. Require a minimum of 70 percent residential uses and allow up to a maximum of 30 percent commercial uses. A variety of unit sizes must be provided. In the 1.6 FAR area, allow a base density range of 30-40 dwelling units per acre. In the 1.4 FAR areas, allow a base density range of 25-30 dwelling units per acre. The number of units per acre may increase for workforce housing, TDRs, and MPDU bonus density.
- Rezoning I-1 properties to [a new, non-CBD Metro zone,] the proposed [MXR] TOMX-2 and TOMX-2/TDR zones.
- Allowing a maximum of 0.75 FAR of mixed use commercial uses without residential development for three properties northwest of King Farm Boulevard.
- Providing a minimum of 10 percent workforce housing on the WMATA property and potentially on other property if pending legislation is adopted.
- Providing 20% TDRs for properties with a base density of 1.6 FAR, potentially achieving up to 2.0 FAR and 50-60 dwelling units per acre.
- Locating non-residential buildings or garages directly adjacent to the Solid Waste Transfer Station or WMATA maintenance yards to create a compatible transition to the proposed mixed use residential areas.
- Planting shade trees adjacent to the Solid Waste Transfer Station and WMATA maintenance yards to increase tree cover that will help clean the air and serve as a visual buffer.

Page 38: Under Metro South, revise fourth and seventh bullet and add a new bullet after fourth bullet before Metro North as follows:

- Allowing a density range of [1.5 to 2.0] 1.4 to 1.6 base density FAR with a minimum of 70 percent residential uses and a maximum of 30 percent commercial uses.
- Providing 20% TDRs for properties with a base density of 1.6 FAR potentially achieving up to 2.0 FAR and up to 50-60 dwelling units per acre.
- Rezoning this area from I-1 and C-3 zones to a new, non-CBD Metro station zone, [and the proposed MXR Zone] the proposed TOMX-2/TDR zone.

Page 38: Under Metro North, revise first paragraph as follows:

The Metro North neighborhood includes Metro property and County-owned land that is currently developed with a Ride-On bus and maintenance facility, MCPS food service facility and the Department of Liquor Control warehouse and offices. The Plan recommends relocating the [facility] facilities and reconfiguring the Metro station's bus facilities, kiss-n-ride, and taxi parking to achieve better access and integration with proposed residential development. A mix

of residential unit types and some office and retail uses primarily located [at] near the Metro station and along Shady Grove Road are envisioned as well as a library site. To accommodate the potential for joint development of the County Service Park with Casey 6 and 7, the Plan provides alternatives that cover separate or joint development of these properties. See Potential Joint Development Properties for further discussion. [A public or public/private community center is recommended on this side of the Metro station.] The proposed grid street network would create a Metro access for the new residential community. Crabbs Branch Way may be redesigned as a one-way couplet.

Page 38: Under WMATA Property, delete fourth recommendation and add a new bullet after the sixth bullet as follows:

- [Providing a public/private community center if a public facility is not provided. A public/private community center should include facilities such as a gym, a multi-use court, showers and restrooms, a kitchen, several meeting rooms of varying sizes, and several classrooms that can accommodate computer and arts activities.]
- Provide a site for a public library if the library is not located on the County Service Park with redevelopment.

Page 39: Revise sixth, seventh, and eighth bullets and add two additional bullets as follows:

- Allowing [up to 700] a base density of 530 units in a mix of unit types and sizes with some single-family attached units, and up to 26,000 square feet of non-residential uses located in front of the existing, three-story parking garage. Housing density can increase with workforce housing, TDR and MPDU bonus units up to 855 units maximum.
- Requiring participation in the Urban [Service] District [and in funding the private community center, if provided].
- Rezoning this area from I-1 to a new, non-CBD Metro station zone, the proposed [MXR] TOMX-2/TDR zone.
- Providing 20% TDRs on this property.
- Providing a minimum of 10 percent workforce housing

Page 39: Under Department of Public Works and Transportation (DPW&T), MCPS Food Services and Department of Liquor Control's facility, replace recommendations on pages 39 and 40 with the following:

- Relocating the Department of Public Works and Transportation's (DPWT) Equipment Maintenance Operations Center (EMOC), MCPS food service facilities and Department of Liquor Control's facility to more appropriate locations.
- Rezoning this site from I-1 to the proposed TOMX-2/TDR zone.
- To accommodate housing options between Casey 6, Casey 7, Metro North – CSP and Jeremiah Park, allow up to 615 base density units on Metro North-CSP that can be increased to 960 base density units if jointly developed with Casey 6 and Casey 7. This base density can be increased by workforce housing, TDRs and MPDUs bonus density up to 1,540 units

with bonus density if jointly developed with Casey 6 and Casey 7. For details, see sections on Potential Joint Development Properties and Staging.

- Achieving a mix of unit types with sufficient townhouses to offer housing choices but limited enough to achieve a series of community open spaces for adequate passive recreation.
- Providing a minimum of 10 percent workforce housing and 20% TDRs staying within density limits for the entire County Service Park that allows up to 2,240 units with bonus density if jointly developed with Casey 6 and Casey 7.
- Permitting up to 40,000 square feet of retail and 133,250 square feet of office uses.
- Providing live-work residential units along Crabbs Branch Way.
- Avoiding locating residential units directly adjacent to the rail line and the Solid Waste Transfer Station to minimize noise impacts; and locating non-residential buildings or garages directly adjacent to the Solid Waste Transfer Station or WMATA maintenance yard to create a compatible transition to the proposed mixed use residential areas.
- Planting shade trees adjacent to the Solid Waste Transfer Station and WMATA maintenance yards to increase tree cover that will help clean the air and serve as a visual buffer.
- Providing a library site with structured parking near Shady Grove Road in a manner that creates a focal point as a civic building in a highly prominent location. At the time the library is constructed, consider whether additional community meeting space (beyond that normally provided in a library) is needed. Consider options to co-locate the library with the proposed park and/or private recreational facilities. If the CSP does not relocate, then the library should be located on the WMATA property within Metro North.
- Providing a minimum of 20 percent public open space as required by the zone. Develop all open spaces as civic space that organizes development into neighborhoods with distinct identities and extensive amenities to support the additional density. Amenities may include special features such as artwork, fountains, shade trees, seating areas, play areas, special paving, lighting and references to the history of the community.
- Incorporating common recreation areas into the neighborhood at visible, safe, and easily accessible locations.
- Locating housing with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.
- Limiting building heights to eight stories closest to the Metro and stepping down to four stories along Crabbs Branch Way for a compatible transition to existing single-family neighborhoods to the east. Office development along Shady Grove Road may not exceed five stories. Parking garages adjacent to the CSX track may exceed the four-story height limit.
- Allowing Crabbs Branch Way to be developed as a one-way couplet with street parking, short blocks and clearly identified pedestrian crossings.
- Submitting a comprehensive development application covering the entire CSP including Metro North and Jeremiah Park. If only portions of the County Service Park are relocated, application will cover only parcels proposed for redevelopment.
- Requiring participation in the Urban District once created.

Page 41: Under Derwood Bible Church Site, revise first bullet and add new bullet as follows:

- [Maintaining the existing R-200 zoning. Support PD-13 zoning to allow] Rezoning this site from R-200 to R-90/TDR 13, to achieve TDRs. Support a mix of townhouses and single-family detached units to be developed.
- Limiting housing units to 52 units and ensure compatibility with adjacent single family residences. Do not allow transfer of density from the existing cemetery to the rezoned R-90/TDR portion of the site.

Page 41: Under Vehicle Emissions Inspection Program Station, revise first paragraph as follows:

This 2.8-acre site abuts Redland Road and the CSX tracks. Access to the facility is from Chieftain Avenue, through the Old Derwood neighborhood. If the Station remains at its current site, the State should consider alternative access options to minimize the impact on surrounding neighborhoods. This Plan recommends:

Page 42: Under Industrial Core, add new text as follows and shift to immediately preceding Crabbs Branch Office Industrial Park:

The industrial core comprises the County's Solid Waste Transfer Station (SWTS) and WMATA's maintenance yard, covering 52 acres. Both of these public sector industrial uses need rail access for their operation and are not likely to relocate. [This Plan recommends operational changes that can make them compatible residential neighbors.] To improve the SWTS' and WMATA's compatibility with future nearby residential uses, this Plan recommends:

- Planting additional shade trees within the industrial facilities to help clean the air and serve as a visual buffer.
- Providing cut-off lighting fixtures to reduce glare and light encroachment into residential uses.

Page 45: Under Casey at Mill Creek, revise third bullet as follows.

- Allowing an elementary school as an alternative location to the school on Jeremiah Park if the site is acquired by private funds. If a school is located here, do not place the school on any portion of the Legacy Open Space site. [Providing an elementary school site that r] Respect[s] environmental resources and buffers on the site.

Page 46: Under the section for The Grove Shopping Center, modify the first paragraph, first and second bullets, and add new bullet after the first as follows:

This neighborhood shopping center currently offers a mix of convenient uses and has redevelopment potential. The shopping center could become a more active, community-oriented place with residential and other uses such as [senior housing or] community service, medical, or small business offices. This property should not become a major employment center. Given the

need for senior housing, this Plan strongly endorses developing senior housing at this center. This Plan recommends:

- Rezoning from C-1 to RMX-2C/TDR to achieve TDRs, and encouraging additional mixed-use redevelopment[, up to 0.3 FAR as permitted in the zone].
- Permitting redevelopment of up to 0.3 FAR of commercial uses, a maximum of 300 dwelling units, including moderately priced dwelling units, under the standard or optional method of development with an additional 120 units of senior housing (as defined in Section 59-C-7.441 of the Zoning Ordinance) under the optional method with the purchase of TDRs.
- Supporting optional method development [only] for senior housing.

Page 46: Under Jeremiah Park, rename to “Jeremiah Park (County Service Park – Sites 3 and 4)” and replace entire section with the following:

The proposed Jeremiah Park neighborhood provides the entire plan area with a local park, a potential school site and residential development. This neighborhood provides a transition for existing residential communities from the more intensely developed Metro Neighborhoods. The neighborhood is named for Jeremiah Crabb, a revolutionary War officer and the County’s first U.S. Congressman, whose family lived in this area and is buried in the Crabb Family Cemetery, located in Old Derwood. This Plan recommends:

- Relocating the MCPS bus depot and the MCPS central maintenance and the M-NCPPC park maintenance facility to more appropriate sites. These facilities may or may not continue to co-locate and MCPS may consider relocating their bus depot facilities to multiple sites.
- Rezoning from R-200 to the new TOMX-2/TDR zone.
- To accommodate housing options between Casey 6, Casey 7, Metro North-CSP and Jeremiah Park, allow up to 435 base housing units on Jeremiah Park with a mix of single family attached, live-work units, and multi-family units. Unit yield can be increased to achieve workforce housing, TDRs, and MPDU bonus density up to 700 units with bonus density. For details, see sections on Potential Joint Development Properties and Staging.
- Achieving a mix of unit types with sufficient number of townhouses to offer housing choices but limited enough to achieve a series of community open spaces for adequate passive recreation. A minimum of 50 percent single family attached housing shall be provided.
- Locating live-work units along Crabbs Branch Way to expand housing choices and provide needed local services.
- Providing a minimum of 10 percent workforce housing and 20 percent TDRs staying within density limits on the entire County Service Park that allows up to 2,240 units with bonus density if jointly developed with Casey 6 and Casey 7.
- Dedicating a minimum of 4 acres for a local park to M-NCPPC, to be called Jeremiah Park, and provide a series of smaller community open spaces for passive recreation. The local park should be developed with an outdoor community gathering place in addition to providing needed recreation facilities and possibly co-located with the library. A minimum of 20 percent public use space shall be provided on entire County Service Park as required by the zone. Develop all public use spaces as civic spaces that organize development into

neighborhoods with distinct identities. If ballfields are required, provide an additional 2 acres for each field.

- Do not approve a preliminary plan for new private development on Jeremiah Park until sites for three ball fields and other required park facilities have been identified. Absent identification of alternative locations, two adult ball fields should be located on Jeremiah Park if the County Service Park relocates.
- Providing special features and amenities in the local park and community open space such as artwork, fountains, shade trees, seating areas, play areas, special paving, lighting and references to the history of the community.
- Providing a school site adjacent to the local park. An alternative location for the school would be Casey at Mill Creek if the site is acquired through private funding.
- Maintaining a significant setback from the Metro access road right-of way to establish compatibility and reforestation opportunities.
- Locating housing with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.
- Limiting townhouse building heights to 4 stories with multi-family units up to five stories. Maintain a 4 story building height along Crabbs Branch Way.
- Allowing Crabbs Branch Way to be developed as a one-way couplet with short blocks, on street parking and protected pedestrian crossings.
- Achieve a well developed interconnected street system, see Transportation Chapter.
- Creating a reforestation area along the Metro Access Road.
- Accommodating space for the proposed pedestrian underpass of Shady Grove Road along the east side of Crabbs Branch Way and participation in funding this facility.
- Submitting a comprehensive development application covering the entire CSP including Metro North and Jeremiah Park. If only portions of the County Service Park are relocated, application will cover only parcels proposed for redevelopment.
- Participating in the Urban District once created.

Page 47: Revise sketch to reflect Council revisions.

Page 47: Delete entire MCPS Bus Depot and Maintenance Facility (Site 3) section and incorporate bullets into new Jeremiah Park section (see prior page).

Page 47: Delete entire M-NCPPC Park Maintenance Facility (Site 4) section and incorporate bullets into new Jeremiah Park section.

Page 48: Add a new section on Potential Joint Development Properties after the section on the Stormwater Management Pond as follows:

Potential Joint Development Properties

Casey 6, Casey 7 and County Service Park properties of Metro North - CSP and Jeremiah Park have the potential to develop under a joint development agreement among property owners. Joint development should result in a comprehensive plan that achieves higher density close to

Metro, an interconnected street system that provides easy access to Metro, a well-integrated open space system, and amenities throughout the neighborhoods. Density may be distributed in a number of ways among these three properties depending upon joint development timing and agreements. Residential development options and housing units limits are also discussed in the section on Staging. Base density units are the number of units allowed before adding potential workforce housing, TDRs, and bonus MPDU density on the base zone. General guidelines and base density units are as follows:

- In all cases, the total number of units for all four properties shall not exceed 1,485 base density units, but may be increased up to 2,240 units with the provision of bonus densities. A different distribution of the allowable units among the four properties up to the maximums listed in the table below will be allowed between properties if jointly developed so long as the maximum of 2,240 units with bonus density is not exceeded.
- Casey 6 may have up to a maximum of 130 housing units, with appropriate noise mitigation.
- Casey 7 may have no more than 136 base density units under I-3 mixed use housing, or up to 305 housing units under the PD-18 option with up to 340 units with bonus density with appropriate noise mitigation.
- Jeremiah Park may have no more than 435 base density housing units with up to 700 units with bonus densities.
- Metro North-CSP may have a base density of 615 units and may be increased up to 960 base density housing units if jointly developed with Casey 6 and Casey 7. In no case can the total number of units between these properties exceed 960 base units.

DISTRIBUTION OF HOUSING UNITS

<u>Property</u>	<u>Maximum Base Density*</u>	<u>Comments</u>
<u>Casey 6</u>	<u>130 units</u> <u>(0 bonus density)</u>	<u>130 units with 12.5% MPDUs represent maximum allowed due to site constraints. Cannot be increased by workforce housing or bonus MPDUs</u>
<u>Casey 7</u>	<u>305 units</u> <u>(340 bonus density)</u>	<u>PD-18 zoning option base density can be increased with bonus MPDU density up to 340 units maximum due to site constraints. No workforce housing or TDRs are required.</u>

<u>Jeremiah Park</u>	<u>435 units</u> <u>(700 bonus density)</u>	<u>Base density can be</u> <u>increased by workforce</u> <u>housing, TDRs and MPDU</u> <u>bonus density up to 700</u> <u>units maximum.</u>
<u>Metro North-CSP</u>	<u>615-960</u> <u>(1,070-1,540 bonus density)</u>	<u>Base density can be</u> <u>increased by workforce</u> <u>housing, TDRs and MPDU</u> <u>bonus up to 1,540 units if</u> <u>jointly developed.</u>
<u>Total</u>	<u>1,485 units</u> <u>(2,240 bonus density)</u>	<u>2,240 units can be achieved</u> <u>with bonus density.</u>

*Units may be increased by 10% workforce housing, 20% TDRs and 22% MPDUs as appropriate.

Page 48: Shift section covering the Industrial Core properties from page 42 and insert it before Crabbs Branch Office Industrial Park.

Page 48: Under Crabbs Branch Office Industrial Park, delete second bullet.

- [Amending the I-1 zone to allow additional business support services.]

Page 48: Revise first paragraph under MD 355 Corridor as follows:

The MD 355 Corridor is a significant, highly visible, and well-traveled route running the length of the plan[ning]area. This Plan recommends upgrading the character of the [entire roadway] road within the Metro Neighborhoods and following existing State standards elsewhere along MD 355 to complement redevelopment, improving pedestrian and bike access, and creating an attractive streetscape.

Page 49: Revise first paragraph at top of page as follows:

This Plan divides the Corridor into two segments. MD 355 South begins at the plan[ning] area boundary south of Gude Drive and extends north to, and including, the Nissan property [across] north of Indianola Drive. The Metro Neighborhoods section of the Corridor runs from Indianola Drive to the entrance of the Solid Waste Transfer Station. Property west of the MD 355 right-of-way is within the City of Rockville. This Plan recommends developing an urban boulevard along the Metro Neighborhoods section of the [c]Corridor that complements Metro-focused development, improves pedestrian safety, and gives identity to the Metro station area.

Page 49: Delete last bullet for MD 355 South:

- [Amend the I-1 zone to support streetscape improvements recommended in a sector plan.]

Page 51: Revise the map to reflect Council decisions.

Page 53: Under Housing revise third sentence in first paragraph as follows:

The proposed redevelopment of the County Service Park and Metro station area will provide potentially 5,400 to [6,500] 6,340 new units.

Page 53: Under Policy Context, add workforce housing text as follows:

This Plan supports workforce housing for moderate income employees on public land. Workforce housing is intended to serve household with incomes at or below 120% of the annual median income. Legislation is being considered by the Council that could require workforce housing on private property.

Page 54: Under Recommendations, revise second bullet, add new bullet after second bullet and new recommendations at the end as follows:

- Rezone the land east of the Metro station for residential development and do not exceed a maximum of 78 percent multi-family units and a minimum of 22 percent single-family attached units for the County Service Park.
- Provide a range of housing types, including single family detached homes, townhouses, apartments, and live-work units. Live-work units occur where residents live above their shop or office.
- Provide workforce housing on all publicly owned property including the County Service Park. Provision of workforce housing must not exceed Plan's estimated ceiling of 6,340 new units.
- Provide workforce housing on all property if required by new zoning requirements.

Page 55: Under Derwood Historic Resources, add paragraph after second paragraph as follows:

The Town of Washington Grove is a significant historic resource that borders the plan area to the north of the CSX rail line. The Town is on the National Register of Historic Places due to its unique history, exceptional architectural character, rural viewsapes and sense of place. Because it is important to insure that the unique identity of the Town is retained, development of properties in the vicinity of the Town should provide a compatible relationship with this nationally significant historic resource

Page 56: Replace text on map with corrected text: Derwood School, Derwood Store and Post Office, Esquire Court, Crabb Family Cemetery . Add legend specifying the status of historic resources: Master Plan for Historic Preservation, Locational Atlas or Potential Addition to Locational Atlas.

Page 57: Under Recommendations revise recommendations as follows:

- Evaluate the significance of the following resources in Derwood for inclusion on the *Locational Atlas*:
 - Derwood Baptist Church, 15812 [Paramount Drive] Esquire Court;

- Derwood School, 15805 [Esquire Court] Paramount Drive;
- Hall's Store, 15833 Derwood Road[,]; and
- Hoskinson-Schwartz House, 15919 Chieftain Avenue.

A potential Derwood Historic District was identified in 1976 on the *Locational Atlas and Index of Historic Sites*. In 1984, the Historic Preservation Commission evaluated Derwood and recommended that it be designated as a historic district, finding that it had historic significance as a railroad community and architectural significance for its contiguous grouping of residences and community buildings in harmonious styles representative of the late 19th and early 20th century. In 1990, the County Council found that Derwood did not merit designation as a historic district and it was removed from the *Locational Atlas*, although an individual site, the Crabb Family Cemetery, was added to the *Master Plan for Historic Preservation*.

The community has come to view this Sector Plan as an opportunity to reinforce their community's history and residential character[, and even though the structures were reviewed for a district in 1990 and found not to merit designation. The community would like these structures to be reconsidered as individual sites]. Community members requested additional sites in Derwood be considered for historic designation. There was not adequate time for research and public notification to include such consideration in this Plan. Given the community interest in historic preservation, it is worth reconsidering historic status of the properties listed above. The evaluation of the current and future *Locational Atlas* resources should be accomplished as the work program allows.

- Evaluate current *Locational Atlas* sites for designation on the *Master Plan for Historic Preservation*.

The Derwood Store and Post Office, recently placed on the *Locational Atlas*, should be considered for inclusion in the *Master Plan for Historic Preservation*. Master Plan properties receive the full protection of Chapter 24A. Properties that are removed from the *Locational Atlas* and not designated on the Master Plan are not protected by the Historic Preservation Ordinance.

- Offer redevelopment options that support historic Derwood's character as a residential community and [that] complement the community's historic structures.

Page 61: Under Shady Grove Metro Station Access and Transit Service, revise first bullet as follows:

- Allow an increase in long-term Metro parking, up to 7,200 spaces, if such parking does not displace or negatively affect housing opportunities [and does not contribute to local intersection congestion].

Page 61: Under Corridor Cities Transitway (CCT) revise first paragraph as follows:

Implement the CCT as a [light rail facility (pending confirmation of mode preference by County Council)] transitway with a cross-platform connection to Metro that minimizes travel time delays and increases convenience. This Plan recommends:

Page 62: Revise first bullet as follows:

- [Retain the 50-foot transit easement on the west side of the CSX right-of-way, north of the Metro station. Conduct further study of an additional mode (such as expanded Metro service or monorail) after the first phase of the CCT has been in operation for at least two years.]
Remove the 50-foot transit easement on the west side of the CSX right-of-way, north of the Shady Grove Metro Station, within the Plan Area boundary.

Page 62: Under Transportation Management District, amend the second bullet, delete third bullet and add three new bullets, as follows:

- Reducing peak period vehicle trips in the Shady Grove Policy Area in accordance with [AGP] Growth Policy Alternative Review Procedures. Strive for a transit ridership goal of 35 percent for residents within the Shady Grove Policy Area, 25 percent for residents elsewhere in the Sector Plan, and 12.5 percent for employees of office development traveling to work.
- [Establishing a “transit store” in a central storefront location to dispense route and schedule information, sell fare media, promote transit use, and provide meeting space for coordinating TMD activities.]
- Pursuing innovative measures to achieve higher non-auto-driver mode share goals, such as:
 - Providing free or heavily discounted transit passes for new residents;
 - Providing frequent shuttle service between the Metro station and nearby job sites;
 - Providing car-sharing incentives;
 - Encouraging incentive-based casual carpooling;
 - Providing wireless computers to residents to encourage telecommuting;
 - Charging market-rate parking for both residential and commercial developments;
 - Making the minimum off-street parking requirements under the zoning ordinance be the maximum allowed;
 - Lowering the minimum off-street parking requirements in the new zone; and
 - Increasing the frequency and efficiency of bus service on the major routes serving the Metro station and employers in the technology corridor.
- Requiring each significant development within the Shady Grove Policy Area, and any development on County-owned property in the policy area, to enter into a Traffic Mitigation Agreement that would result in no more than 50 percent of the residential-related vehicle trips and 65 percent of the non-residential-related vehicle trips that would otherwise be expected. This requirement is described more fully in the Implementation chapter.

Page 62: Under Bus Service, delete second and third bullets, and revise fourth bullet as follows:

This Plan recommends:

- [Improve all bus stops with shelters, seating, and route information.]

- [Support shifting the MD 355 bus stop located just north of Shady Grove Road farther north, past the I-370 on-ramp, to avoid intersection back-ups.]
- Support increased Ride-On bus service [within a five mile radius of the Metro station] to increase transit convenience and ridership, especially to community destinations such as local shopping and schools, and particularly Magruder High School. Consider private/public shuttle bus service to meet local access needs.

Page 62: Under Transit Center at the Metro Station, revise second paragraph as follows:

Within the transit center, [a “transit store”] a TMD office with meeting space should be provided [with meeting space] to support efficient coordination between transit services and the TMD programs. The [“transit store” should] TMD office can also distribute transit information and actively promote transit ridership. Coordinating transit functions, managing transit programs, and promoting transit use would be primary activities [at the “transit store”]. Size and program needs should be determined through County facility planning. The [“transit store’s”] TMD office location should be integrated with proposed retail shops on the Metro station’s east side.

Page 63: Revise first bullet and add a new bullet as follows:

- Increase the number of bus bays serving the Metro station in coordination with WMATA[’s], Ride-on and MTA’s required program needs.
- Build a MARC station adjacent to the Shady Grove Metro station. As demand grows, support adding more capacity to the Brunswick Line by adding more trains in both peak periods and increasing the size of trains to 8 cars per train. The new station and service should not negatively affect the service provided at the Washington Grove MARC station

Page 63: Under Bikeways and Pedestrian System, revise fourth bullet and add two new bullets:

- Provide special crosswalk treatments in the Metro Neighborhoods [such as raised crosswalks] to emphasize pedestrian movements.
- Construct a sidewalk on the northwest side of Shady Grove Road between Midcounty Highway and Crabbs Branch Way.
- Extend the sidewalk on East Gude Drive east of its current terminus east of Crabbs Branch Way.

Page 64: Revise map to reflect Council’s decisions.

Page 66: Under Roadway System, insert the following text after the first paragraph:

The proposed roadway recommendations improve the existing network by providing intersection improvements, connecting roadways, and creating a series of new streets to improve access within the Metro Neighborhoods. The recommendations that follow range from major highway to local street improvements (see Proposed Roadway Network and Classification Table).

The recommendations below address present and future traffic congestion problems in the Shady Grove Sector Plan area. Recommendations consist of road improvements and classification changes to reflect the role each road will play in the future network. The classification changes will also allow improved streetscape character of major roadways when development occurs or road improvements are made. Where possible, improvements will help the movement of pedestrians and bicycles as well as motorized vehicles.

The figure on page 68 identifies the Shady Grove Sector Plan roadways on the Master Plan of Highways and the table on page 72-73 lists their classifications with minimum rights-of-way. The classification of roadways is a way of indicating the degree to which access to properties is balanced with the ability to handle through traffic. The system ranges from Freeways with an emphasis on through traffic capacity and little or no direct property access down to the Primary Residential Street which emphasizes access functions, which may affect the efficiency of through traffic movement. Secondary Residential Streets are not shown on the Master Plan of Highways. The roadway classes are detailed in the following list:

Freeways Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.

Major Highways Provide less speed and mobility than freeways, but more access via at grade intersections.

Arterial Roads Connect major highways and provide more access points than major highways while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is “through” traffic.

Commercial Business District Streets Are restricted to mixed use or commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.

Primary Residential Streets May carry some through traffic but their main purpose is to provide direct access for 200 or more households and to connect to arterial roads.

Secondary or Tertiary Residential Streets Provide direct access to homes and allow for greater application of traffic management measures to discourage through traffic movements and speeding. (These streets are not listed in master plans).

Page 66: Replace the Bikeway Classifications Table text as follows:

<u>Ref. No.</u>	<u>Name</u>	<u>Limits</u>	<u>Class Type</u>	<u>Comments</u>
<u>B-7</u>	<u>Metro Access Road</u>	<u>Shady Grove Road to Street "G"</u>	<u>Shared Use Path Class I</u>	<u>Provide connection to Park Overlook; Provide connection from Metro Station</u>
<u>B-8</u>	<u>Park Overlook to Blueberry Hill Park and Needwood Road</u>	<u>Metro Access Road to Redland Road</u>	<u>Shared Use Path Class I</u>	<u>Requires easements from homeowners' association</u>
<u>B-10</u>	<u>Redland Road</u>	<u>MD 355 to Street "G"</u>	<u>Shared Roadway Class III</u>	<u>Unmarked lanes adjacent to parking</u>
<u>B-11</u>	<u>Streets K and L</u>	<u>East Side of Metro</u>	<u>Shared Roadway Class III</u>	<u>Unmarked lanes</u>
<u>B-12</u>	<u>Amity Drive</u>	<u>Northern Plan Boundary to 800' west of Epsilon Drive</u>	<u>Shared Roadway Class III</u>	<u>Unmarked lanes</u>
<u>B-12</u>	<u>Amity Drive Extended</u>	<u>800' west of Epsilon Drive to Crabbs Branch Way Extended</u>	<u>Shared Use Path Class I</u>	<u>Provide connection to Town of Washington Grove via proposed park trail on Casey at Mill Creek property</u>
<u>BL-29</u>	<u>Redland Road</u>	<u>Needwood Road to Midcounty Highway</u>	<u>Bike Lanes Class II</u>	
<u>BL-30</u>	<u>Shady Grove Road</u>	<u>MD 355 to Eastern Plan Boundary</u>	<u>Bike Lanes Class II</u>	
<u>DB-15</u>	<u>Shady Grove Road</u>	<u>Western Plan Boundary to MD 355</u>	<u>Dual Bikeway Class I and II</u>	<u>Shared use path and bike lanes</u>

<u>SP-40</u>	<u>ICC</u>	<u>I-370 to Eastern Plan Boundary</u>	<u>Shared Use Path Class I</u>	<u>Incorporate into facility design</u>
<u>SP-51</u>	<u>Gude Drive</u>	<u>Length of Plan Area</u>	<u>Shared Use Path Class I</u>	<u>Locate on south side; tie into Rockville's Millennium Trail</u>
<u>SP-53</u>	<u>Crabbs Branch Way</u>	<u>Amity Drive to Gude Drive</u>	<u>Shared Use Path Class I (See Proposed Trail Comments)</u>	<u>Locate path on east side from Amity Drive to Redland Road, on west side from Redland Road to Gude Drive. Provide connections to Metro Station.</u>
<u>SP-54</u>	<u>Redland Road</u>	<u>Needwood Road to Street "G"</u>	<u>Shared Use Path Class I</u>	<u>Path on north side.</u>
<u>SP-54</u>	<u>Street "G"</u>	<u>Redland Road to Metro Access Road</u>	<u>Shared Use Path Class I</u>	<u>Connections to Metrorail station amenities via B-11 and sidewalks to be considered in site design</u>
<u>SP-64</u>	<u>MD 355</u>	<u>Length of Plan Area</u>	<u>Shared Use Path Class I</u>	<u>Locate along west side</u>
<u>SP-66</u>	<u>Corridor Cities Transitway</u>	<u>MD 355 to Metro Station</u>	<u>Shared Use Path Class I</u>	
<u>SP-70</u>	<u>Midcounty Highway</u>	<u>Northern Plan Boundary to Redland Road</u>	<u>Shared Use Path Class I</u>	<u>Locate path on west side, sidewalk on east side</u>

Page 66: Under Intercounty Connector, add text as follows:

The Intercounty Connector (ICC) is a master planned, 18-mile long freeway connecting Interstate 270 to I-95 and US 1 in Prince George's County. The facility is designated as F-9 in the Montgomery County Master Plan of Highways, with a minimum 300-foot wide right-of-way. The Master Plan of Bikeways includes an off road bike path within the ICC right-of-way. Within the Shady Grove Sector Plan Area, the ICC right-of-way extends approximately one mile

between I-370 and Redland Road. Access to the ICC is via the interchange with I-370 and the Metro Access Road.

This Master Plan recommends that within the Shady Grove Sector Plan area the ICC be constructed along the Master Plan alignment, consistent with the Master Plan of Highways as amended by the 1985 Upper Rock Creek Master Plan and subsequent area master plans along the ICC right-of-way for Gaithersburg Vicinity (1990), Aspen Hill (1994), Fairland (1997), and Cloverly (1997). This Master Plan also provides some level of flexibility to allow a Western Connector to be constructed within the ICC right-of-way, based on the results of recent state and local planning studies, including the Planning Board's 2002 Transportation Policy Report.

Page 67: Under MD 355, revise first bullet as follows:

- Maintaining classification as a Major Highway with six lanes[, divided] and a median. [Increase the right-of-way to 150 feet outside the Metro Neighborhoods to ensure adequate curbside space for pedestrians and streetscape improvements.] Outside the Metro Neighborhoods, establish a recommended minimum right-of-way of 150 feet but only require right-of-way dedication from adjacent properties at such time when these properties are subdivided or resubdivided and changed from their current uses to incorporate residential, office, or mixed uses.

Page 67: Revise last bullet as follows:

- Provide a shared use path (Class I) underpass at Crabbs Branch Way under Shady Grove Road when adjacent properties redevelop (see Existing and Proposed Bikeways map).

Page 68: Revise map to show potential street connection between B-2 and A-255, to reflect Council revisions.

Page 69: Under Redland Road, modify third bullet as follows:

- Achieve a 100-foot right-of-way from Crabbs Branch Way to MD 355 to create a four lane, divided Commercial Business District Street. Pertaining to its design, Redland Road will be treated as a Commercial Business District Street. Pertaining to use and function, this street should be treated as an arterial to allow truck traffic and through traffic movement. Support on-street parking during off-peak traffic periods to serve local businesses.

Page 69: Under Crabbs Branch Way, add new bullets as follows:

- Allow Crabbs Branch Way to be developed as a one-way couplet.
- Reclassify Crabbs Branch Way from north of I-370 to Redland Road from an Industrial street to a Commercial Business District Street. Pertaining to its design, Crabbs Branch Way will be treated as a Commercial Business District Street. Pertaining to use and function, this street should be treated as an arterial to allow truck traffic and through traffic movement.
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Page 69: Under Interchanges revise second sub-bullet as follows:

- MD 355 and Gude Drive[, if found necessary]. Minimize impacts on adjacent businesses [by measures such as depressing MD 355 under Gude Drive].

Page 69: Under Intersections, revise first paragraph and delete the second paragraph and bullets and replace with new language as follows:

The plan[ning] area intersections not recommended for interchanges need to be pedestrian-friendly to encourage walking and transit use. To achieve acceptable levels of service, trip mitigation measures should be the first priority to reduce trips. Widening intersections should be considered as a last resort.

[The Plan does not explicitly recommend capacity improvement to achieve current Local Transportation Review standards for four reasons:

- The balance between vehicular congestion and pedestrian accessibility should be made on a case-by-case basis through subdivision cases or facility planning studies as needs arise.
- The level of travel demand forecasting performed for the Sector Plan analysis is useful for assessing long-term trends, but not for programming 20 year-year needs on an intersection-specific basis.
- Current Annual Growth Policy (AGP) processes allow CLV congestion standards to be exceeded in Metro Station Policy Areas as long as operational analyses demonstrate that vehicle queues do not block upstream intersections.
- AGP standards and practices are re-evaluated every two years and are subject to change during the lifetime of the Sector Plan.]

The Plan recognizes that capacity improvements of four intersections will likely be necessary to achieve current Local Area Transportation Review standards if build-out is achieved. Balancing the needs of pedestrians, cyclists and vehicles need to be taken into consideration in designing any such improvements. Specific improvements need to be determined at the time of a preliminary plan review (or from public agency/facility planning study) with specific traffic studies and more detailed information to identify needed improvements. The four intersections that are expected to have such potential improvements are:

- Shady Grove Road/Crabbs Branch Way
- MD 355/Redland Road
- MD 355/Shady Grove Road
- Shady Grove Road/Midcounty Highway

Page 70: Under Local Street Network, revise first, second, and third bullets as follows:

- Providing a new grid system of local streets forming short walkable blocks within the Metro station vicinity (see Commercial Business District Streets for Metro Neighborhoods). Those streets that are listed in the Street and Highway Classification table as Streets 'F' (north of Street 'H'), 'I,' and 'J' in the County Service Park are illustrative of the type of right-of-way

needed to improve access to Metro and local circulation. Additional streets in the County Service Park that are illustrated but not listed in the table are also [desirable] of the type desired.

- [Within the Metro Neighborhoods, all streets shall be built to Commercial Business Street Standard with primarily 70-foot- right-of-way.] At the time of preliminary plan review, specific street locations shall be determined. Recommended rights-of-way are needed to ensure adequate lanes, bus access, emergency vehicle access, pedestrian sidewalks and street parking.
- All development shall participate in construction or funding adjacent roadway improvements along their frontage. Provision of new local streets within Metro Neighborhoods are primarily the responsibility of new development.
- Designing local intersections with pedestrian-friendly characteristics such as minimal corner radii[, raised pedestrian crosswalks,] and special crosswalk pavement.

Page 70: Under Other Roadway Improvements, revise first bullet and delete last bullet:

- If the vacant Casey properties 6 and/or 7 are developed with relocated County services, [permit a new, private] a two-lane industrial street in a 40' right-of-way may be needed to bridge over the CSX tracks [and] north of I-370, connecting Crabbs Branch Way to Oakmont Avenue to improve local access for industrially zoned properties. In the 'Proposed Roadway Network' figure on page 68 the location of this potential industrial street is illustrative. Also, support an "authorized vehicles only" ramp to and from I-370 to serve public use of adjacent industrially zoned properties.
- [Study the need for a new interchange at Midcounty Highway and Shady Grove Road.]

Page 72 and 73: In the table revise text as follows:

M-6 MD 355, Frederick Indianola Dr to [Gude Dr] Southern Plan Boundary 150 6,
divided Add footnote: the minimum right-of-way of 150 feet will be enforced at such time when these properties are subdivided or resubdivided and change from their current uses to incorporate residential, office or mixed uses.

Page 72: Revise the Street and Highway Classifications Table text as follows:

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
B-8	Paramount Drive (Street "E")	MD 355 to [CSX Transportation] <u>Street C</u>	70	2
B-9	Street "F"	[Crabbs Branch Way] <u>Redland Road to Street ["K"] "I"</u>	70	2

B-10	Street "G"	Metro Access Road to [Crabbs Branch Way] <u>Redland Road</u>	80	2
B-14	Street "K"	Street "F" to Street "G"	[70] <u>60</u>	2
B-15	Street "L"	Street "F" to Street "G"	[70] <u>60</u>	2
P-12	Briardale Road	Shady Grove Road to [Redland Road] <u>1,600 feet north of Shady Grove Road</u>	70	2

Page 74: Add language to first paragraph under Streetscape Plan as follows:

The Shady Grove plan[ning] area needs a safe and an attractive pedestrian environment that encourages Metro use, contributes to social interaction, and provides a setting for public life. Currently, walking to Metro or nearby parks is challenging and unpleasant due to the lack of sidewalks and streetscape improvements. This Plan recommends an extensive network of streetscaping, sidewalks, trails, and crosswalks to improve the pedestrian environment and enhanced streetscaping in the Metro Neighborhoods. The recommended streetscape improvements for Metro Neighborhoods are depicted on the illustration entitled Proposed Street Cross Sections for the Metro Neighborhoods create an attractive setting for pedestrian and business activity, reinforce the stability of existing neighborhoods, and promote the vitality of the new Metro Neighborhoods.

Page 74: Revise third, fourth, and sixth bullets under Objectives as follows:

- Reinforce the street hierarchy by achieving a higher level of streetscape improvements [along major corridors and] within the Metro station area and in areas of significant pedestrian activity.
- Increase greenery to improve attractiveness and environmental quality by planting closely spaced street trees [along all streets] within the Metro Neighborhoods.
- Reduce visual clutter and create attractive street corridors by means such as [placing utilities underground,] coordinating public signage[,] and encouraging attractive commercial signage.

Page 75: Modify map of Streetscape Plan to clearly delineate area to achieve upgraded standards.

Page 76: Rename illustration to "Proposed Street Cross Sections for the Metro Neighborhoods".

Page 77: Revise third bullet and last paragraph under MD 355 Corridor as follows:

- In the Metro Neighborhoods, [P] provide a double row of shade trees along both sides of the roadway to help create a boulevard character.

Along the roadway outside the Metro Neighborhoods, north and south of the Metro station area, provide [shade trees in a curbside lawn panel to separate pedestrians from moving traffic] State standards for streetscaping. Provide a six-foot wide sidewalk at a minimum.

Page 78: Delete second bullet under Overhead Utilities as follows:

- [Placing existing overhead utilities underground in areas outside the Metro Neighborhoods will be considered on a case-by-case basis.]

Page 80: Modify map of Public Facilities to reflect Council decisions.

Page 81: Under Public Facilities Concept, revise first paragraph as follows:

Provide a full complement of public facilities that can serve both new and existing residents. This Plan recommends locating public facilities in the Jeremiah Park area as transitional uses convenient to the community, and on the east side of the Metro station, convenient to transit. Public facilities such as a library and local park located [at] along Crabbs Branch Way and Shady Grove Road should be visible, accessible, and create a civic presence. [This Plan also supports a public community center, should one be needed, to serve this community and surrounding communities.] Existing County service facilities should be relocated and reconfigured to sites where they can operate more efficiently.

Page 82: Modify Park, Trail and Open Space Concept to reflect Council decisions.

Page 83: Under Recommendations, revise first bullet, add new paragraph after “Provide Recreational Opportunities in New Park”, revise fourth bullet and delete recommendations for public community center as follows:

Provide Recreational Opportunities in Existing Parks:

- Site 1 – Preserve Blueberry Hill Park as a recreation park site, preferably for passive recreation and open space. Provide additional passive recreational facilities in the wooded portions including trails, picnic facilities, seating areas, and improved pathways to surrounding communities. In the long term, the undeveloped portion of this park may be needed for active recreation [or to meet future school needs].

Provide Recreational Opportunities in New Parks:

This Plan requires a total of three additional adult-sized ball fields to be located within sites close to the new development, 3 multi-use courts and 3 multi-age recreational areas, a variety of picnic and seating areas, exercise trails and outdoor community gathering spaces. The Plan is flexible as to the exact location of the three ball fields but determination must be made prior to the approval of development on Jeremiah Park. If the County Service Park does not relocate, this

Plan recommends at least one ball field be located on Casey 6 and other facilities be located outside the Plan Area. If the County Service Park relocates, this Plan recommends separate locations for ball fields, depending on where the additional school is located. If the school is located at Jeremiah Park, this Plan recommends at least one ball field be a park/school site combination. Other ball field needs will be provided on Casey 6 or other properties within or outside of the Plan Area. If the County Service Park relocates and the school is located at Casey at Mill Creek, this Plan recommends setting aside a 4 acre portion of Jeremiah Park for a park and identifying land for other needed facilities listed above prior to the redevelopment of the County Service Park.

- Site 4 – Set aside a minimum of [10] 4 acres for an [local] urban park in the [Buffer] Transition Area, called Jeremiah Park after Derwood’s founder. This park should offer [active recreation uses including ballfields, such as softball, soccer and lacrosse,] multi-use courts, [and] multi-age recreation, seating areas, exercise trails, outdoor community gathering space and expanses of green lawn and shade trees [as well as an area for a library, and a potential public community center]. If active recreation is required, provide approximately 2 acres for each ball field. Parking should be shared with other public facilities.

Page 84: Under Schools, revise second paragraph as follows:

The increase in the student population created by development proposed in this Sector Plan, coupled with the projected increases in Rockville and Gaithersburg, cannot be absorbed into the existing clusters. Three high school clusters serve the plan[ning] area: Gaithersburg, Magruder, and Richard Montgomery. The three high schools are currently operating at capacity and are projected to continue to increase in enrollment, according to the MCPS *FY2004 Educational Facilities Master Plan*. This Plan recommends one elementary school site to meet projected needs for the plan[ning] area. [The site lies adjacent to the Mill Creek South community along Amity Drive just southeast of the Town of Washington Grove.] The school site depends on the relocation of the County Service Park. If the County Service Park does not relocate, the school should be located at Casey at Mill Creek, to be publicly acquired. If the County Service Park relocates, this Plan recommends locating the school at Jeremiah Park. Alternatively, the school could be located at Casey at Mill Creek, if acquisition is privately funded. The additional middle and high schools will need to be provided outside the plan[ning] area. Potential site are available and will be identified by the *Gaithersburg Vicinity Master Plan*. This Plan recommends:

Page 85: Revise map to reflect Council revisions.

Page 86: Revise first and fourth bullets, delete fifth bullet, and add two additional bullets as follows:

- Designating [the Casey at Mill Creek South property] Jeremiah Park as the preferred site for an elementary school.
- Allowing an alternative site, Casey at Mill Creek, to be considered if the property is acquired by the private sector.
- Recommending a new high school [cluster] to serve the growing residential areas in the mid-county area [County and municipalities,] and alleviate school crowding.

- [Designating Blueberry Hill Park as a potential alternative school site, should a school at Casey at Mill Creek not be achieved.]
- Ensuring that gymnasiums are built at the same time that future elementary schools are constructed.

Page 87: Revise Urban Network Illustrative to reflect Council decisions.

Page 88: Under County Service Park, revise the second bullet as follows:

- [Establishing a one year application period after Sector Plan approval, in which the County can receive development proposals to relocate County Service Park facilities. If after one year, no acceptable proposal are received, County investment in those facilities may continue.] Establishing staging of land use development to facilitate the relocation of the County Service Park and other county facilities. Development capacity will be reserved for a two year period for redevelopment of county land unless if a decision is made not to relocate county facilities (see Staging section).

Page 88: Under Library Services, revise all bullets and add a new bullet at the end as follows:

- Supporting a new library at the corner of Crabbs Branch Way and Shady Grove Road if the County Service Park is relocated or on the WMATA site in Metro North. [Consider relocating] Relocate the [40,000-square foot] library [now] previously proposed for the Laytonia Recreational Park to the redeveloped [school bus depot site] County Service Park or the Metro station where it would provide a community focal point and be accessible to more users via Metro.
- Designing a multi-level building with structured parking, to more efficiently use limited land [and increase available parkland. A two-story library with a larger first floor, between 20,000 and 30,000 square feet, and a smaller second floor would provide design flexibility for the Library Department].
- [Providing] Pursuing shared parking with adjacent [residential] development to maximize efficiency [and achieve more open space].
- [Integrating multi-family housing with the library development to achieve shared parking and an efficient development pattern that maximizes open space.] Incorporate additional meeting space in the design of the library if needed, including some kitchen facilities and smaller scale recreational activities (such as a game room) to meet community needs for a gathering place.
- Co-locating any additional recreation functions if found needed by the Department of Recreation.

Page 88: Under Community Center revise first paragraph, add a new paragraph after the first paragraph, and revise first and third bullet as follows.

Community Center

A County community recreation center within the Metro Neighborhood area [should] may be considered in the future to serve the community with year-round recreation and programs. [The

potential population in the plan[ning] area and its surrounding communities may be sufficient to justify a public facility. Locating a public community center should create a highly visible civic building that contributes to the Shady Grove Road Corridor's overall character.] Although there does not appear to be a need for a full size recreation center based on existing Department of Recreation standards, the Department continually reassesses the need for facilities when it prepares its long-range facility plan and Capital Improvements Program. If the Department of Recreation determines that a recreation center is needed, the Park and Planning Department should explore options to co-locate a recreation center with other public facilities in the Metro Neighborhoods. This Plan recommends:

It is the intent of this Plan to create a community gathering place and focal point on Jeremiah Park and Metro North – CSP by providing a four acre park and community space in the proposed library. Options to co-locate these facilities should be encouraged as well as the potential to co-locate private recreational facilities.

- Coordinating with the Department of Recreation to identify need as the Plan builds out. If a new facility is needed, [C] consider co-locations with other public facilities or on WMATA's property on the east side of Metro, Metro North or Jeremiah Park as potential locations. Utilize shared parking with other uses within structured parking facilities.
- [If a public facility is not feasible, a privately developed facility managed by the Urban Service District should be provided on WMATA's property east of the Metro. The private community center shall include facilities such as a multi-purpose court, restrooms, showers, a kitchen, meeting rooms, a computer center, an arts room, and a gym. Construction and management funding for the private center shall be achieved through development's required participation in the Urban Services District.]

Page 89: Under Fire and Rescue revise second paragraph and bullet as follows:

The Montgomery County Fire and Rescue Service (MCFRS) has determined that a future [service] fire-rescue station is [desired] needed in the Shady Grove [and Gaithersburg and Vicinity] [planning] area[s]. There are no fire stations between Station 3 in Rockville and Station 8 in Montgomery Village, the busiest stations in the County. The MCFRS envisions a facility that would house fire, rescue, and [E] emergency [M] medical [S] service (EMS) units, the County Bomb Squad, and other specialized units

The Casey 3 property provides an opportunity within the Shady Grove Sector plan area to locate a future MCFRS station. A station at this location would provide easy access to MD 355, I-270, Shady Grove Road and the ICC [if constructed], as well as the busy service areas of Rockville and Gaithersburg. The site's environmental constraints are extensive [and result in a small buildable area on its eastern portion] and may limit development. Other sites within the vicinity may also be considered during the site evaluation process that meet MCFRS's criteria for location and site suitability. This Plan recommends:

- As an alternative to technology or research and development uses on this site, a public fire and rescue station[, approximately six to seven acres] would be appropriate to serve the immediate and surrounding areas.

Page 89: Police Station: Add new paragraph and bullet as follows:

The Montgomery County Police Department has been engaged in a site selection search for a police station in the 6th District adjacent to the Shady Grove Sector plan area. The police department supports the provision of a police facility within the plan area, potentially co-located with the Fire and Rescue facility.

This Plan recommends:

- Supporting the consideration of locating a police facility within the plan area. This could potentially be collocated with the MCFRS facilities in or near the area.

Page 93: Under Forest Conservation revise the third paragraph and first and fourth bullets as follows:

The Forest Conservation Law also requires that [15 percent of any development site replanted in forest (an area 10,000 square feet or more and 50 feet or more wide, or an area planted at a density of 200 trees per acre)] a certain amount of existing forest (trees) be maintained on site or forest (trees) be planted either on or off site for any new development or redevelopment. While [waivers may be granted to allow] tree cover [to be used as] may be substituted for forest [on any site], this Plan recommends that requirements be fulfilled [off-site] in the Crabbs Branch watershed in [forest reserve areas] reforestation areas that will be set aside for this purpose. This Plan recommends:

- [Integrating compliance with the Forest Conservation Law at the earliest stages of the development process.]
- Designating [forest reserve] reforestation areas within the plan area to facilitate [off-site] reforestation requirements (see Environmental Protection and Restoration Areas). [Forest reserve] Reforestation is recommended in three areas:
 - A [significant] forest buffer along the Metro [a] Access [r] Road when the park maintenance and school bus depot facilities are relocated. The need to achieve a [significant] buffer may be limited by the need to develop this area with housing units within walking distance of Metro.

Page 93: Under Water Quality and Stormwater Management, revise first and second paragraphs as follows:

The plan[ning] area is located primarily in the Upper Rock Creek Watershed and straddles three subwatersheds. [Land] Streams in the Upper Rock Creek Watershed [is] are designated as Use IV, suitable for the support of a put-and-take trout population. While streams within the plan[ning] area do not support trout, downstream areas in Rock Creek Park do and the

maintenance of the plan[ning] area's water quality is essential to keeping downstream conditions viable.

The stormwater management ponds on either side of Crabbs Branch Way at Needwood Road currently mitigate some impacts from upstream imperviousness and have adequate capacity for anticipated flood and erosion impacts from redevelopment of the Metro station area. Any new development or redevelopment will require improvements to water quality on each site as it develops, in conformance with the County's stormwater management requirements. Low-impact development techniques would be useful in attaining improvements to water quality[, and their application is encouraged].

Page 94: Delete third bullet on the page as follows:

- [When the park maintenance facility and MCPS bus depot are relocated to accommodate residential development, recreate the stream that formerly ran west of the existing Metro access roadway.]

Page 95: Under Noise heading, modify third bullet and delete fourth bullet as follows:

- [Providing] Incorporating noise [walls] mitigation strategies along Shady Grove Road and I-370 and for residential uses along the Metro Access Road as part of redevelopment of the County Service Park if noise levels are found to exceed appropriate standards and guidelines.
- [Incorporating noise berms and other mitigation strategies for residential uses along the Metro access road as part of redevelopment of the County and the M-NCPPC properties.]

Page 97: Insert a new bullet after the third bullet:

- Accommodate the relocation of the County Service Park in an initial stage and, in the event that the CSP is not relocated, alternative staging is provided that reflects a lower amount of housing development.

Page 97: Under Staging Principles, modify the seventh bullet on recreation as follows:

- Ensure adequate recreation facilities. Staging for the construction of two recreation parks is recommended at [50 and 75 percent of build out] Stage 2 and Stage 3. To secure land for parks, staging for acquisition or dedication [may need to] shall occur earlier than Stage 3 and in conjunction with development proposals. [Determination of the need for a public community center also may need to occur in conjunction with development proposals on those sites recommended for a possible public community center in order to ensure that adequate space is planned for this facility.]

Page 97: After Staging Principles, insert a new General Staging Provisions section and staging triggers section, deleting old language up to Implementation Measures on page 100.

General Staging Provisions

The following general provisions shall apply to all development within the plan area:

- Shifting of existing employment within the Plan Area does not count towards staging limits.
- Staging does not exempt development from other requirements imposed under County law or regulation such as the Adequate Public Facilities requirements.
- Re-evaluate the need for additional community meeting space before the new library is built and consider the option to co-locate additional meeting space with the library, if needed.
- Do not approve a preliminary plan for new private development on Jeremiah Park until a site for a new school and the private funding source for acquisition have been identified.
- Do not approve a preliminary plan for new development on Jeremiah Park or Metro North until a site for a library has been identified by the Planning Board in consultation with the Department of Public Libraries and other permitting agencies.
- Do not approve a preliminary plan for new private development on Jeremiah Park until sites for three ball fields and other required park facilities have been identified. Absent identification of alternative locations, two adult ball fields should be located on Jeremiah Park if the County Service Park relocates.
- Each development receiving preliminary plan approval within the Shady Grove Metro Station Policy Area that generates at least 100 additional peak-hour vehicle trips, excluding pass-by trips, is required to enter into a Traffic Mitigation Agreement (TMAg) in compliance with Planning Board's policies. The trip mitigation requirement for this agreement is 50 percent of the residential-related vehicle trips and 65 percent of the non-residential-related vehicle trips that would otherwise be expected based on countywide trip generation rates prior to any applicable deduction, such as proximity to a Metrorail station. The breakdown in the reduction of trips should be identified in the contractual agreement. County-owned property in the Shady Grove Policy Area is required to enter into a TMAg on all new development or redevelopment with no deduction of existing trips.
- Any County owned property, including the County Service Park, must participate in Trip Mitigation Agreements even if development yields less than 100 additional peak-hour vehicle trips.
- Identify the location of the new elementary school site and depending on location, determine whether immediate acquisition is required.
- Seek memorandums of understanding with Rockville and Gaithersburg documenting their commitment to abide by the staging principles in the Sector Plan.
- Where a trigger indicates that a facility needs to be funded, the facility can be funded privately, publicly, through a development district, or any other source.

Within two years from the adoption of the Sector Plan:

- If some or all of the County Service Park relocates, final negotiations on relocations should be concluded. The schedule for funding the design and construction of any improvement to CSP facilities that may occur if these facilities are not relocated will be determined by the Council during its review of the Capital Improvements Program.

- If the County Service Park does not relocate in its entirety, the amount of housing units will be adjusted as specified in this staging plan with a proportional reduction in housing units for each stage to be determined by the Planning Board.¹

Staging Sequence:

Staging with the relocation of the County Service Park

Stage 1	2,540 units, 1,570 jobs
Stage 2	3,540 units, 2,650 jobs cumulative
Stage 3	6,340 units, 7,000 jobs cumulative

Staging without the relocation of the County Service Park

Stage 1	1,500 units, 1,570 jobs
Stage 2	2,500 units, 2,650 jobs cumulative
Stage 3	4,100 units, 7,000 jobs cumulative

Residential development on Casey 6, Casey 7, and the County Service Park (Jeremiah Park and Metro North-CSP)

The residential development these properties may not exceed 1,485 housing units. These limits may be increased by 10% for workforce housing, 20% TDRs, and 22% for an MPDU bonus where applicable, up to 2,240 housing units with bonus density. See chart under Potential Joint Development Properties for distribution of housing units.

Stage 1 - Triggers:

- Receive County Council adoption of zoning text amendments and complete sectional map amendments.
- Establish a Transportation Management District (TMD) that covers the Sector Plan area except areas of single-family residential development. Allow development to proceed prior to establishment of a TMD, but only under the proviso that the owner/tenants of every development ultimately within the boundary of the TMD must participate in its required activities, including the preparation of a traffic mitigation plan, the participation in the annual commuter survey, and the payment of any annual fees as if it were new development, once the TMD is established.

Stage 1 – 2,540 housing units and 1,570 jobs with the relocation of the CSP.

The staging scenario for the relocation of the County Service Park is intended to allow for the level of development recommended for the CSP within Stage 1 and a small amount of additional

¹ An example of how the proportional reduction in housing units works follows: If 50% of the County Service Park relocates, then the Stage 1 housing limits will be 50% of the difference between the ceiling limits with and without the relocation of the CSP, or 2,020 housing units.

housing elsewhere in the Plan. This represents approximately 40 percent of the housing units. Housing capacity of 2,480 units and 520 jobs (400 office and 120 retail jobs), will be held for development on Jeremiah Park and the Metro North Neighborhood, unless the Executive branch determines that a land exchange is not feasible or fails to enter into an agreement with a private developer to relocate the CSP within two years of the adoption of the Plan. The remaining 1,050 new jobs may occur anywhere else in the Sector Plan and credit will be given for existing jobs that are being replaced.

If the County Service Park does not complete negotiations related to relocation within two years, then Stage 1 will consist of only 1,500 housing units and 1,570 jobs. If only some portions of the County Service Park relocate, then Stage 1 ceiling will be proportionally adjusted to the amount of development proposed up to 2,540 units and 1,570 jobs.

Stage 2 - Triggers:

- Evaluate the need and schedule for the new elementary school and ask MCPS to begin planning and program accordingly.
- Fund acquisition or dedication for a local park with at least one adult-sized ball field. If County Service Park relocates, dedication of required park facilities should be required as part of the preliminary plan approval of private development. Fund construction for one park.
- The Planning Board will consider the aggregate performance of all such TMAGs in the Shady Grove Policy Area in the decision to move to Stage 2. If the sum total of vehicle trips from all participating sites exceeds the sum of the allowed trip caps, then the plan should not be considered ready to move to the subsequent stage.
- Each of the major intersections in the Sector Plan area must operate at or better than its respective Growth Policy Local Area Transportation Review (LATR) level of service standard or congestion level at the time of the Plan's adoption, which ever is greater. Traffic will be measured from existing and approved development on a network programmed for completion four years later.
- Fund the Metro Access Partial Interchange for completion within the first four years of the Capital Improvements Program to ensure adequate access to the Metro station.
- Fund the MD 355/Gude Drive interchange for completion within the first four years of the Consolidated Transportation Program, the Capital Improvements Program, or other transit or transportation improvements that would make the intersection function at an acceptable level. 'Acceptable' is defined as the applicable intersection congestion standard in the Growth Policy.
- Planning Board must make determination that Stage 2 can proceed.

Stage 2 - 3,540 units, 2,650 jobs with the relocation of the CSP.

If negotiations are not completed on the relocation of the County Service Park after two years from the approval of the Plan, then Stage 2 will consist of only 2,500 units and 2,650 jobs. If

only some portion of the County Service Park relocates, then the Stage 2 ceiling will be proportional to the amount of development proposed up to 3,540 units and 2,650 jobs.

Stage 3 - Triggers:

- Fund library in the 6 year CIP.
- Construct a new elementary school unless MCPS identifies an alternative strategy for serving elementary school children.
- If County Service Park relocates, fund construction of a second local park with ball field.
- Evaluate if public facilities are adequate for growth and determine if any changes to the Sector Plan are required as a result.
- Fund the following for completion within four years: (1) Redland Road and Crabbs Branch Way roadway improvements; (2) the pedestrian underpass at Shady Grove Road and Crabbs Branch Way if The Grove and Jeremiah Park redevelop; and (3) all area wide pathways and bikeways under County control.
- Planning Board must make determination that Stage 3 can proceed.

Stage 3 - 6,340 housing units and 7,000 jobs if CSP is relocated.

Under the scenario that the CSP is not relocated, only 4,100 new housing units will be permitted.

Page 100: At the end of Stage 3's final paragraph, add two graphic charts visually depicting staging and triggers.

Page 100: Insert a new first paragraph under Implementation Measures as follows:

The Plan's complexity and extensive changes in the Metro area requires a specific Implementation Plan to ensure that public actions are timely and well coordinated with private sector development. The Implementation Plan should be prepared by the M-NCPPC in coordination with other involved agencies and presented to the Council for approval. The Implementation Plan should:

- Identify the various public agency responsibilities and specific actions, specify when such actions should take place and describe needed coordination to ensure successful implementation;
- Contain a staffing plan to indicate the resources necessary to oversee implementation;
- Contain a plan for assuring project plan and site plan compliance with the Sector Plan;
- Include strategies for coordinating the provision of capital facilities; and
- Include the process by which County agencies will assess options to relocate County Service Park facilities.
- Identify a citizens participation strategy to assure community involvement in Plan implementation.

Page 100: Under Urban Service District, revise title and paragraph as follows:

Urban [Service] District

A proposed urban [service] district will provide maintenance, promotion, and programmed activities in the Metro Neighborhoods and Jeremiah Park similar to those provided in Bethesda, Silver Spring, and Wheaton. This district will be established and operated as a public/private partnership, as a tool to ensure enhanced public services to this new community. Its functions include maintaining and enhancing streetscape, promotion, cultural activities programming, specialized transportation, and business support. [The urban service district should also manage the funding and operation for a public/private community center, should one be provided.] There are different models for Urban Districts, including public districts and public/private partnerships. Which model to use should be determined at the time of creation based on which model is best for Shady Grove.

Page 100: Under Development District, modify first paragraph as follows:

A single development district or multiple districts should be considered as a possible funding source to help implement the infrastructure improvements required by this Plan. The private sector can propose a Development District. This special taxing district would have the authority to finance infrastructure improvements needed to support land development by issuing tax-exempt bonds repaid through special assessments or taxes within the district.

Page 101: Under Recommendations, delete first, fourth, and fifth bullets as follows:

- [Amend the I-3 zone to permit research and technology uses.]
- [Amend the I-1 zone to permit a limited amount and type of commercial services in visible locations.]
- [Amend the I-1 zone to achieve streetscape improvements recommended in the Plan.]

Page 101: Under Shady Grove Road Technology Corridor, revise first, second, and third bullet as follows:

- Rezone Sites 2, 3, 4, and 5 [and 8] from I-1 to R&D/I-3 to permit technology, and research and development uses. These sites are also suitable for I-3 standard method to allow expanded employment uses.
- [Rezone Sites 6 and 7 to the I-3 zone with a housing option, with Site 7 also suitable for housing with a PD-18 zone.]
- [Amend the I-3 zone to allow research and development uses.]

Page 102: Insert new section before Metro Neighborhoods as follows:

Upper Mill Creek Area

- Rezone Robert's Oxygen Property, Casey 6, and Casey 7 to the R&D zone. These sites are also suitable for I-3 to allow for employment uses or the housing option under the I-3 zone.
- Casey 7 is also suitable for housing with a PD-18 zone.

Page 102: Revise first bullet as follows:

- Rezone all properties to [a new, non-CBD Metro station zone,] the proposed [MXR] TOMX-2 and TOMX-2/TDR zone that will provide a housing density incentive, a range of uses, and will require public amenities. This new zone will function in the same way as current CBD zones, as a Euclidean zone with optional method development offering added density in return for public amenities.

Page 102: Under The Buffer Area rename to “The Transition Area”, revise second bullet and add two bullets as follows:

- Rezone the MCPS Bus Depot and the M-NCPPC Park Maintenance Facility from R-200 to [R-90/PD-15] TOMX/TDR.
- Rezone Robert’s Oxygen from the I-1 zone to the I-3 zone standard method to achieve more compatible future uses adjacent to residential development.

Page 102: Under Crabbs Branch Office and Industrial Park, delete first bullet:

- [Recommend an I-1 zone text amendment to permit a limited amount of mixed commercial uses intended to serve area employees and visitors in appropriate business locations.]

Page 103: Replace the Proposed Zoning Table with the following table:

Proposed Zoning Table

Property	Acres	Existing Zoning	Prop Euclidian Zoning	Prop Floating Zoning	Recommended FAR Com. SF and Units
Derwood Communities - no zoning changes					
Shady Grove Road Technology Corridor					
Shady Grove Plaza	29	C-3, TSM, OM	-	C-3, TSM, OM	-
Casey 2	5	R-20	R&D	I-3	-
Casey 3	13.5	I-1	R&D	I-3	-
Sears Property (Great Indoors)	13.5	I-1	R&D	I-3	0.35 FAR*
Post Office	13.5	I-1	R&D	I-3	0.35 FAR*
Upper Mill Creek					
Roberts Oxygen	12.9	I-1	I-3	I-3	0.3 FAR*
Casey 6	25	I-1	I-3	-	0.3 FAR*, 130 du max
Casey 7	17	I-1	I-3	PD-18	0.3 FAR*, [340] 305 du [max.]
Metro Neighborhoods					
Metro West					
[1.5] 1.6 FAR area	14.25	I-1	TOMX-2/TDR	[1.5] 1.6 FAR 70% min. Res./30% max. Com.	

[1.3] 1.4 FAR area	4.25	I-1	TOMX-2	[1.3] 1.4 FAR 70% min.Res./30%max.Com.
.75 FAR area	9	I-1	TOMX-2	295,800 com. sf.

Metro South

[1.5] 1.6 FAR area	4.86	I-1	TOMX-2/TDR	1.6 FAR 70% min.Res./30%max.Com.
[1.3] 1.4 FAR area	13.45	I-1	TOMX-2	1.4 FAR 70% min.Res./30%max.Com.

Metro North

WMATA	41.5	I-1	TOMX-2/TDR	26,000 com. sf.*; 530 units
CSP	45	I-1	TOMX-2/TDR	173,250 com. sf.*; 960 units

Metro East/Old Derwood**Derwood Bible**

Church	4	R-200	R-90/TDR-13	52 units max.
VEIP	3	I-1	R-90 PD-35	-
Somerville	4	I-1	R-90 PD-35	6 units max.
Derwood Business Condominiums	2.5	I-1	I-1 RT-6	-
Derwood Post Office And Store	11,580 sf	R-200	R-200 PD-22	-

Industrial Core—no zoning changes**Transition/Jail Area**

The Grove	21	C-1	RMX-2C/TDR	0.3 FAR*, 300 units, 120 additional senior housing units under optional method
Jeremiah Park	45.5	R-200	TOMX-2/TDR	435 units
Casey				
Mill Creek	58	R-90	R-90	-

Crabbs Branch Office Industrial Park

All properties	113	I-1	I-1	-
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MD 355 South Corridor

All properties	34.5	I-1	I-1	-
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Oakmont Industrial Park

All properties	49.5	I-1	I-1	-
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*Maximum non-residential development.

Note: Density is based upon approximate acreage. Housing units may be increased to provide bonus density for workforce housing, TDRs or bonus MPDUs, except for those properties noted as maximum dwelling units.

Page 105: Revise Proposed Zoning Map to reflect Council zoning decisions.

Page 106: Under Housing Guidelines, revise second bullet and add a new bullet as follows:

- Achieving a maximum of 78 percent multi-family units and a minimum of 22 percent single-family attached units on the [east side of the Metro station] County Service Park. Unit mix may change to incorporate MPDU and TDR bonuses. Increasing single-family attached units must still result in adequate open space for passive recreation.
- Providing up to 10% workforce housing for all publicly-owned property including the County Service Park and WMATA.

Page 106: Under Transportation Guidelines, add one new bullet after the second bullet and revise the last one as follows:

- Allow an alternative street system for the redeveloped County Service Park as long as it achieves an interconnected network with short blocks and improves access to Metro.
- Encourage shared use of Metro parking facilities with facilities such as [the public community,] daycare or other community uses.

Page 107: Revise third bullet under Transit-Oriented Development Guidelines as follows:

- Expand provisions for streetscape in the Road Code to allow for CBD-type streetscape treatment in non-CBD areas within the Metro Neighborhoods.

Page 107: After Transit-Oriented Development Guidelines, add a new section as follows:

Public Facility Development Guidelines

It is critical to the success of this Plan that public facilities are tied into the staging of development and a delivered in a timely fashion. The Staging Plan achieves the timely delivery of facilities and the recommended Implementation Plan will address coordination needs. Project development of these facilities also needs to be well-coordinated and in a form that fits within the context of a mixed use center. This Plan recommends:

- Developing the library in an urban form with structured parking in the rear and main entrances facing the street. Develop as a civic building with landmark character.
- Co-locating other public facilities such as community meeting rooms and other recreational functions if found to be needed by the Department of Recreation.
- Developing the school site, at either Jeremiah Park or Casey at Mill Creek, as a street oriented building with well-connected sidewalks, extensive landscaping for compatibility and screening of unsightly maintenance areas.
- Developing a potential Fire and Rescue Service Station on Casey 3 in a manner that provides a street oriented building, screens views of parking and other unsightly maintenance and storage areas and is extensively landscaped.

Page 107: Under Parks, Recreation, and Amenities Guidelines revise third and fourth bullets add two new bullets as follows:

- Within Metro North, development should provide and construct the Town Common, a dedicated urban park of approximately 2 acres, and several small public uses parks within the neighborhood. [Development also should provide area for a public/private community recreation center if a public community center is not determined as needed. Funding and management of the public/private community center will be provided by the Urban Service District.]
- Within Jeremiah Park, development should dedicate [land for a local park, a library, and a potential community center if determined needed at the time of development. The potential

community center may also be sited on WMATA's property east of the Metro station.] a minimum of four acres for a local park, community outdoor gathering places, and additional acreage to be required if ballfields are needed. In Jeremiah Park, a series of small public use parks for the residents should also be developed.

- Achieve three new ballfields within the plan area. The location of these ballfields shall be identified prior to approval of the preliminary plan for Jeremiah Park.
- Explore options for Metro Neighborhood and Jeremiah Park homeowners and rental units associations to allow shared use of recreational facilities.

Page 108: Under Parks, Recreation, and Amenities Guidelines, revise first bullet at top of the page and last paragraph as follows:

- Achieve continuous streetscape along all local streets within the Metro Neighborhoods that allows tight spacing of shade trees, [curbside ornamental special street lighting,]special paving and street furnishing such as seating and trash receptacles. Off-site streetscaping may be required to complete a full block or to [create] enhance pedestrian access to Metro.

All new development in the Metro Neighborhoods and Jeremiah Park shall participate in the Urban [Services] District [and contribute funding for construction and management of the public/private community recreation center if a public facility is not provided].

General

All figures and tables included in the Plan are to be revised where appropriate to reflect District Council changes to the Planning Board Draft Shady Grove Sector Plan and to reflect actions taken on related zoning text amendments prior to the final printing of the approved Master Plan. In particular, text and estimates of housing units should be updated to reflect Council action on changes to legislation impacting workforce housing. Maps should be revised where necessary to conform to Council actions. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft Shady Grove Sector Plan.

Prior to rezoning, the Planning Board and Executive staff shall identify procedures and personnel, if necessary, to ensure the complex land use decisions in the Sector Plan are implemented consistent with the Sector Plan, including systems for tracking staging and procedures to assure that project plans, preliminary plans, and site plans conform with the Sector Plan. The Planning Board and Executive should also indicate how they will provide the public with information about the development of Shady Grove, have information readily accessible for citizens with questions, and provide for appropriate opportunities for public comment and input during the development process and how the community accesses the information.

The Council recommends that M-NCPPC establish a Shady Grove Advisory Committee to support the redevelopment of the Shady Grove Sector Plan area. This Committee should develop a work program to further these goals. Responsibilities of the Advisory Committee

should include monitoring implementation of Plan recommendations, assuring that the recommendations contained in the Implementation Plan are followed and assuring that problems with implementation are promptly brought to the attention of the Planning Board and/or Council.

The agencies that have facilities in or near the County Service Park will be issuing Request for Proposals to determine whether there are viable locations to relocate these facilities. The Shady Grove Sector Plan does not present a preference for one site or another and the Council recommends that there be a full exploration of all alternatives, including publicly owned land. These facilities may relocate in part or in entirety to one or more locations or may not relocate at all. It is the Council's understanding that the Airpark North site (Webb tract) is not a suitable location for the relocation of the MCPS bus depot. Possible locations for the MCPS bus depot include the Gude landfill site, the Public Safety Training Academy (PSTA) property, the Bethesda MCPS bus depot, and privately-owned industrial sites.

Before preliminary plans are approved for redevelopment of the County Service Park and other County facilities, the Recreation Department should reexamine their standards for determining where and when new recreation centers are needed, particularly focusing on whether standards should be amended to reflect the unique needs of dense areas.

The Council's ultimate approval of a capital improvements project to relocate one or more of the facilities will depend on Council review of the following materials:

- A description of the public participation process to assure the Council that there will be adequate citizen participation and identification of community concerns.
- A complete analysis of alternative locations for relocation, including possible public sites; and
- Assessment of all costs and benefits of each, including monetary, environmental, traffic impacts, and compatibility costs with existing residences.

It is recommended that the Executive establish a multi-agency task force comprised of affected agencies to review development proposals and insure that program needs are met.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council